IN THE SPECIFICATION

Please amend paragraph beginning at line 5, page 1, as follows:

The present application is **a continuation of U.S. Patent Application No. 10/113,869, filed March 29, 2002, which is a continuation of U.S. Patent Application No. 09/596,786, filed June 19, 2000, the entire contents of both which is hereby expressly incorporated by reference and is** based on and claims priority to Japanese Patent Application No. 11-170731, which was filed on June 17, 1999, the entire contents of which is hereby expressly incorporated by reference. The entire contents of Japanese Patent Application No. 11-75968, which was filed on March 19, 1999, is also hereby expressly incorporated by reference.

Please amend paragraph beginning at line 21, page 5 as follows:

The present invention generally relates to an improved emergency "disablement" or shut-off system having certain features and advantages in accordance with the present invention. The emergency shut-off system is described in conjunction with a personal watercraft because this is an application in which the system has particular utility. Accordingly, an exemplary personal watercraft 10 will first be described in general detail to assist the reader's understanding of the environment of use. Of course, those of ordinary skill in the relevant arts will readily appreciate that the emergency shut-off system described herein can also have utility in a wide variety of other settings, for example, without limitation, small jet boats and the like.

Please amend paragraph beginning at line 20, page 21 as follows:

In one subroutine, the emergency shut-off system 400 is initialized, preferably when an ignition starting device (e.g., a key activated switch) is activated. Once initialized, the emergency shut-off system 400 determines if the overturn switch 402 is generating a signal. If a signal is not being generated, the emergency shut-off system 400 continues monitoring for a signal from the overturn switch 402. If a signal is being generated, the emergency shut off system 400 then determines if the signal continues for a predetermined amount of time or a "preset delay" (e.g., several seconds). If the signal does not continue for the predetermined amount of time, the emergency shut off system 400 determines that the watercraft 10 has not been overturned. In such a situation, the emergency shut-off system 400 continues monitoring for a signal from the overturn switch 402. If the signal does continue for the predetermined amount of time, the emergency shut-off system 400 determines that the

watercraft 10 has overturned. The emergency shut-off system 400 then performs certain functions to prevent water from damaging the engine 12 as will be describe in more detail below.

Please amend paragraph beginning at line 16, page 22 as follows:

When the emergency shut off system 400 determines that the watercraft 10 is overturned, the emergency shut-off system 400 stops the engine 12. Preferably, this is accomplished by stopping the supply electricity to the spark plugs 154 or by closing the fuel injectors 246 thereby disabling combustion in the respective cylinder. The emergency stop system 400 also preferably closes the forward rear intake shutoff valves 77, 79 of the forward and rear intake ducts 76, 78. This further prevents water from entering the engine compartment.